









A private telegram was received here to-day announcing that the Australian Joint Stock Bank had resumed payment.

The London Lyric Company gave their farewell performance at the Theatre Royal last night before a large audience. The piece was H. J. Byron's "Our Boys," and a very good account was given of this exceedingly popular comedy. The chief favours of the audience were bestowed on Mr. D. C. Smith as *Talbot Clammy*, Mr. Henry Kite as *Perkin Middlewick*, and Miss E. B. Arden as *Mary Melrose*. Miss Brian, although her make-up was a little overdone, was a very good *Belinda*. The other parts were fairly well filled. In the variety programme which followed the comedies and dances of the company were reinforced by a couple of amateurs. Mr. C. H. Grace sang "Look in Mine Eyes" and "My Love is Come" and Mr. C. T. Robinson sang "The man who broke the Bank at Monte Carlo" and "The Oyster's Serenade." The Lyric Company left to-day by the English mail for Singapore. Mr. Saville Smith near the close of the entertainment thanked the public of Hongkong for their support—although he would not be able to take away much from the place beyond pleasant recollections. He also thanked Bandmaster Murphy and the members of the Shropshire Band for their assistance.

This morning Mr. J. Saville Smith, joint manager and proprietor of the London Lyric Company, was arrested by a bailiff of the Supreme Court on board the mail steamer *Behnia*, on account of a claim made by one of the Company, Mr. Graham Stewart. Mr. Stewart absconded himself from last night's performance of *Our Boys*, and was thereupon dismissed by Mr. Smith. Mr. H. J. Holmes, acting on behalf of Mr. Stewart, raised an action in the Supreme Court for \$250, the cost of a second class passage by P. and O. steamer from Hongkong to London, and \$30 for services rendered. Mr. H. L. Denney appeared on behalf of Mr. Smith, and stated that Mr. Stewart by refusing to go upon the stage had broken his agreement made on August 22, 1892, and if Mr. Smith was called upon to find security for the \$250 he would call upon Mr. Stewart to find security for \$1000. The case was heard in Chambers by His Honour Mr. E. J. Akeroyd, Acting Chief Justice, who said it was not a case for securities. They could fight out the case in Singapore for which port the Company was bound. Mr. Smith, owing to the detention of the steamer from other causes, was able to get away with his Company.

#### THE SANITARY BOARD.

The Sanitary Board met this afternoon. There were present: Hon. F. A. Cooper, Director of Public Works, (President); Mr. F. H. May, Captain Superintendent of Police, (Vice-President); Dr. A. G. Campbell, Hon. A. M. Thomson, Acting Registrar General; Mr. J. D. Humphreys, Dr. Cantlie, and Mr. Hugh McCullum (Secretary).

Letters were read from the Colonial Secretary appointing Mr. F. A. Cooper (President of the Board) and Mr. F. H. May (Captain Superintendent of Police) Vice-Presidents; and Mr. A. M. Thomson, member, in the absence of Mr. J. H. Stewart Lockhart.

The following letter was submitted to the Board:

Sir, In reply to your letter No. 203, of the 9th inst. I am directed to state that the Governor has been pleased to grant you four months' vacation leave to be taken during the period of half a year from the 1st of July, with permission to apply when in England for an extension of four months leave on half-pay.

Mr. A. H. Ronnie will act as Secretary of the Sanitary Board and Sanitary Superintendent during your absence.

Your leave papers will be forwarded to you in due course.

I have, &c.

(Signed) J. G. T. BUCKLE, Colonial Secretary.

Hugh McCullum, Esq.

MORTALITY STATISTICS.

The mortality statistics for the week ended June 10 showed that the death rate was 21.3 per 1000 per annum as compared with 21.2 in the corresponding week of last year. One death from small-pox was recorded from First Street, Western District. The father of the deceased was prosecuted, convicted and fined \$10. For the week ended June 17 the death rate was 22.5 as compared with 19.9 in the corresponding week of last year. One death was recorded from the Eastern District and two from small-pox. The former case occurred among the military and the latter at 71 Third Street and 112 Second Street. Six cases of small-pox have been reported since May 22.

APPEAL AGAINST A MORTUARY ORDER.

A letter was read from Mr. V. H. Deacon, solicitor, asking the Board to reconsider its decision calling upon Mr. Romano to reconstruct the drain to his house. "Duart" Mr. Romano requested Mr. Deacon to state that when the drain was opened up for inspection he was along with Inspector Gribble, who was surprised to see the drain so clean and in such good order though the system was the old brick one. Mr. Romano further informed the Board that during the fourteen years he had occupied the house there had never been any smell or annoyance from the drain and no sickness attributable to it. He submitted that he had good grounds for asking the Board to review its decision.

The Colonial Surgeon commented adversely on the drains, and said he could testify that at least one person had died in the house within the last twenty years of typhoid fever. He criticized the construction of the drains, and said the plan was work was shoddy.

Mr. Humphreys said that after these remarks by the Colonial Surgeon he did not think he would be justified in carrying out a promise he had given to Mr. Romano to propose that the matter lie over till the cold weather set in because of the injury that might ensue by opening the drains in the warm weather.

The Colonial Surgeon said it was a large outcrop and might be undertaken with more confidence in the cold weather.

The Acting Registrar General thought if the work has to be done it should be done as soon as possible.

The Colonial Surgeon suggested that the decision on that point might be left to the Sanitary Engineer.

The President said Mr. Crook had already reported the drains were dangerous to health. He thought it would be more dangerous to the inhabitants to have the drain closed.

It was agreed to maintain the order of the Board.

PUBLIC LATHING.

A letter was submitted from Mr. H. L. Denney, solicitor, to the following effect:—

"Sir, I am requested by Messrs. Tang Tai Yuen and Kwong Kuan Tong, the registered Crown lessees of the remaining portion of Island Lot No. 1434, upon which stands No. 23 West Street, to address you with reference to the question of the absence of legislation providing for the erection and maintenance of suitable latrine accommodation for the Chinese inhabitants of Hongkong, and to ask you to be good enough to bring to the attention of the Government the necessity of introducing an Ordinance to deal with the subject."

The almost entire absence in Victoria of all such Sanitary appliances as exist in English towns for the removal of night soil has necessitated the opening in this Colony of a number of latrines of which eight have been erected and are maintained by the Government and twenty have been established by private individuals.

"The more fact of the existence of these 28 latrines and the powers conferred upon the Sanitary Board by Ordinance 11 of 1891, Section 6, which enables that body to make and amend rules, orders, or by-laws with regard to the erection of Public Latrines, and to consider applications for permission to erect such latrines makes it unnecessary for me to enlarge upon the necessity that exists in the public mind for the erection of such latrines."

"In a decision recently given by the Chief Justice in the Supreme Court in Suit No. 14 of 1893, His Lordship stated that without express statutory authority no person is entitled to interfere upon proprietary rights by the establishment of latrines, and it appears clear that in the present state of the law there is nothing to prevent any person who wishes to do so from obtaining an injunction against the Government in respect of latrines established by them and against the persons who own the other twenty existing latrines."

"That a latrine, whether Government or private, and however well kept (unless tested by a sanitary authority) must be technically a nuisance to those living in the immediate neighbourhood there can scarcely be any doubt, but it cannot be denied that in suitable localities and when properly looked after establishments of this kind are not only a great convenience and much appreciated by the great majority of persons living in the vicinity, but they also considerably diminish the nuisance caused by the retention of night-soil in crowded private dwellings and the transportation of the same through the streets. The existence of such places also tends to the non-pollution of house drains and the prevention of pestilential smells upon private premises which in a climate like this are such a fruitful cause of disease, and as a result of the locality being a suitable one and if the regulations of the Sanitary Board as to cleanliness, &c., are properly enforced the actual nuisance must be of the very slightest description. I would point out that no serious injury can be done by giving statutory authority for the erecting and maintenance of such premises as the Sanitary Board consider suitable."

I have, &c.

H. L. DENNEY.

"To this document the Secretary (Mr. McCullum) appended the following notes:—

This letter raises a question which appears to me to demand both careful consideration, and if action is really necessary, early action. The first point for consideration is the construction put upon the decision of His Honour the Chief Justice. It seems to me to be that this can hardly be the correct construction to give to the decision as regards the convenience provided for the people at the public expense, and that it is only applicable to the convenience provided by private enterprise for the private use of the public."

(1) Is it necessary or even desirable to frame and pass such an Ordinance as is suggested to permit of the requirements of the public in this respect being provided for by private individuals as a commercial enterprise?

(2) Should the whole of the public conveniences required be provided at the public expense?

The necessity for these public conveniences is fairly fully set forth in the attached copy of a report which I had to make to the Board in the beginning of 1887. I also attach a copy of the report, dated 5th June 1890, which was made by the Committee of the Board appointed to consider the question of providing the required public conveniences, and also a minute dated the 1st March, 1890, by Mr. Chadwick on the same subject. It will be observed that the Board in 1890 deemed it expedient to let the requirements of the public be met as far as possible by private enterprise, and if this is still the opinion of the Board then the Ordinance suggested is imperative, providing the expressed opinion of the Board is to be given practical effect. If the Board is no longer of the opinion that the requirements of the public should be met by private enterprises then funds will be required to provide the necessary public conveniences and the question of funds will be provided the necessary expended the better it will be for this branch of the sanitation of the Colony.

The President (Hon. F. A. Cooper) said the letter in the first instance should have been addressed to the Colonial Secretary. It raised an entirely legal question.

The Colonial Surgeon moved that the letter be referred to the Attorney General for his opinion.

Agreed.

DAMAGE TO CLOTHING.

The Board discussed an application by Mr. J. Burnie, East Point Sugar Refinery, for \$60 as compensation for damage to clothing in the Board's disinfector. The gentleman's opinion was that the disinfector was the best that could be got, was worked carefully and properly by a competent man, that the clothes had to be disinfected or destroyed and that the Board had done its best in the matter. It was therefore resolved to refuse the application.

The Board adjourned till Thursday, July 6.

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#### SUPREME COURT IN ADMIRALTY JURISDICTION.

(Before His Honour Mr. E. J. Akeroyd, Acting Chief Justice.)

Thursday, June 22.

FARRAND v. PROPERTIS.

In this action the plaintiff, Henry Farrand, captain of the *Propertis*, sought to recover against vessel \$421 5s. 6d. as wages and for his disbursements.

Mr. J. J. Francis, Q.C., appeared for the plaintiff, instructed by Mr. J. G. G. Mr. Francis presented his Lordship with a copy of the *Propertis* and asked him to go into the details either as to wages, but would refer them to the public companies, simply taking evidence that something was due to him and disbursements and that he was captain.

His Lordship always experienced some difficulty in going with the Admiralty cases, because not only were they unhelpful, but there was nothing to show that the owners were aware of the actions. The claim in this case for \$7400 was made on June 6. He felt some difficulty about it.

Mr. Francis said in the first place the action was in rem and sufficient notice in Admiralty was supposed to be served by the attachment of the warrant; to the second place Messrs. Arnold, Karberg and Co. were the agents in Hongkong and in the third place there had been no communication between the captain and his owners and between the captain and the agents which showed that the owner, Mr. Dickson, had gone into bankruptcy, and instructions had been given to the captain not to defend the case but to raise the vessel.

His Lordship—Do you know if this ship is mortgaged?

Mr. Francis—Yes; for £10,000 to the Bank of Liverpool.

Mr. Francis—No; but the captain's claims take precedence of it in any case.

His Lordship—Even over disbursements? Mr. Francis—Even over disbursements.

W. H. Farrand stated—The owner is William H. Dickson, of Liverpool. I first took command in January, 1891. I was engaged at £20 a month. I had an agreement that if I remained out here at the termination of the article I was to have the cost rate of wages. The articles were for two years. Since January 1, 1893, my wages were to be \$200 a month—the usual rate of wages. I had no correspondence with the owner or the agents outside the rate. I had £16 1s. 4d. as salary before leaving England. I had also £318 2s. 2d. advance from Messrs. Arnold, Karberg & Co. The rate of exchange was fixed at 2/6. They have advanced \$294.62 to me since January 1. I was receiving no half pay at home. There is no agreement as to what I should receive when the ship was arrested. I am still on the vessel and I claim at the rate of \$200 a month since the arrest. I also claim money for small disbursements paid out of my own money. I also claim \$1475.86 being wages, Karberg and Co. against me as master of the *Propertis*. The small disbursements made by myself amount in all to \$255.93. I have not been able to pay Arnold, Karberg & Co.

Mr. Francis asked his Lordship for decree in favour of the plaintiff and to refer the claim to the Registrar to ascertain the amount.

Granted, with costs.

One hundred and fifty pounds from the Royal Bounty Fund has been granted to Dr. John Mackintosh, of Aberdeen, the author of four bulky volumes on the history of civilisation from the earliest times to the present day, and honoured with the honorary degree of LL.D. by the University of Aberdeen; but that is his sole connection therewith. Like Carey, Giffard, and Hans Sachs, he was brought up as a journeyman shoemaker. His chief justice was a writer, a journalist, and a poet. His literary work was done early in the morning. It is only in Scotland that shoemakers and newsmen rise to be historians. Dr. Mackintosh is the author of the brief history of Scotland in "The Story of the Nations Series."

At the Supreme Court, Singapore, on the 14th inst., judgment was given by the Court of Appeal in the *s. s. Camels*, &c. Diamond Admiralty case. Mr. Chief Justice Benson delivered a written judgment, in which he held that both ships were to blame. Mr. Justice Collyer also delivered a separate written judgment in which he concurred with the Chief Justice in finding that both ships were to blame. Mr. Justice Collyer, and stated that, in his opinion, the judgment of the Court below should be confirmed, and the *Diamond* alone held to blame. The judgment of the Chief Justice was, however, in favour of the *Camels*, and the *Diamond* alone held to blame. The result is (remarks the *Strait Times*) that an inquiry will have to be held to ascertain the amount of damage sustained by the *Diamond*. The amount of the *Diamond's* damage, when ascertained, and the *Camels'* damage, which amounted to upwards of \$47,000, will then be added together, and each ship will have to pay one-half. The Court of Appeal ordered each party to bear their own costs before the trial in the Court below and of the appeal. The sum of \$247,000 odd which had been paid over by the owners of the *Diamond* to the owners of the *Camels*, in pursuance of the judgment of the Court below is to be refunded. There is a further appeal, if desired, to the Privy Council.

TO DANIEL GREY HARR—Lockyer's Sulphur Hair Restorer is the greatest of all hair restorers, effects more than any other. The color produced is most natural. Lockyer's Sulphur is the only English Hair Restorer universally sold.

TO OVERCOME WEARINESS—Pope's Quinine and Iron Tonic gives New Life, Appetite, Health, Strength, Energy, Cures Nervousness, Indigestion, Nerve Debility, especially useful in loss of sleep, depression, and general debility. Every one should keep up strength by taking Pope's Quinine, the world-known English Tonic. Bottles everywhere.

TO CURE SKIN DISEASES—Sulpholine Lotion drives away Eruptions, Eczema, Itch, Bores, Redness, Eczema, Acne, Disfigurements, Blemishes, and Scars, &c., leaving a clear, spotless skin and beautiful complexion. Sulpholine is a necessity for the skin, especially in hot climates. Made in London. Sold everywhere in Shilling Bottles.

#### SHIPPING AND PASSENGER TRAFFIC.

The junks which found employment in the carrying trade of this district numbered 18,975, with a total capacity of 1,039,857 tons, or a decrease, compared with 1891, of 3,211 junks and 146,286 tons. The home trade gave employment to 13,091 junks, aggregating 597,210 tons, against 21,373 junks and 938,069 tons in 1891; and the Foreign trade to 1,584 junks, aggregating 232,147 tons (of which all but 15 junks, representing 2,855 tons, ran between Macao and Hongkong), against 1,713 junks and 247,577 tons in 1891. By these vessels 22,221 passengers travelled in 1892, and 118,659 from China—a decrease, compared with 1891, of 3,477 forwards and 4,181 outwards.

Foreign—Imports of Raw Opium again show a most serious decline, having fallen from 2,080 piculs in 1890 and 1,881 piculs in 1891 to but 1,297 piculs in 1892. This decline is not attributable to lessened use of the drug, but, so far as this office is concerned, mainly to the cause to which the decline in 1891 was due—the competition of Opium received direct from Singapore, which is rapidly driving the duty-paid article out of the south-western districts of this province. Reference to the "Distribution of Opium" table shows that the supplies drawn through Leppa by the opium companies have fallen from 1,000 piculs in 1890 to 600 piculs in 1892, and the supplies drawn through the Leppa by the opium companies have fallen from 1,000 piculs in 1890 to 600 piculs in 1892.

While the trade in this commodity with the central districts of this province has thus maintained the ground, that with the southern districts shows a remarkable decline. Shipments to the southern districts, which represented 1,559 piculs in 1890 and 1,101 piculs in 1891, have further fallen nearly 5 per cent, and amount to but 614 piculs in 1892, as already stated, is due to the fact that the Opium received direct from Singapore, which escapes payment of Duty and Likin. Merchants state that this Opium is landed at several places on the east coast of Hainan, but that Potein (納閩) on the north-east coast, is the head-quarters of the trade, from which place the drug is re-shipped to the mainland, westward as far as Pakhoi and eastward to Yangtong, to which latter place shipments have greatly increased during the year, to the detriment of Leppa; that total receipts have risen more than 400 chests during 1892, and when these receipts are added to the receipts from the Leppa, the total receipts for the year are 2,000 chests; that when these receipts are added to the receipts from the Leppa, the total receipts for the year are 2,000 chests; that when these receipts are added to the receipts from the Leppa, the total receipts for the year are 2,000 chests.

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Ships in Hongkong Harbour.

Arrivals and Departures reported to-day.

The Harbour, the Anchorage is divided into eleven Sections, commencing at the marked h., near the Kowloon shore h., and those in the body of the

in conjunction with the figures denoting the sections.

- Section.  
7. From Naval Yard to Hing Buildings.  
8. From Blue Buildings to East Point.  
9. From Kowloon Island to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM.

WATER.

Ship Name	Port of Origin	Destination
Choofoo	Brit. str.	
E-sang	Brit. str.	
Fu Ping	Chi. str.	
Fushun	Chi. str.	
Nanyang	Ger. str.	
Guthrie	Brit. str.	

AMOI.

In port on June 19, 1893.

MERCHANT STEAMERS.

Cheng H. Tang	British
Chiyun	Chinese
Nanyang	British
Paoing	British
Sichan	British

MERCHANT SAILING VESSELS.

Alfred Hawley	Brit. bgo.
Anna Bertha	Ger. bgo.
Sebastian Bach	Brit. bgo.

FOOCHOW.

In port on June 18, 1893.

MERCHANT STEAMERS.

Cito	German
Flintshire	British
Fooksang	British
Glenogle	British
Kwaiyang	British

MERCHANT SAILING VESSELS.

Imago	Norw. bgo.
Sin Kolga	Brit. bgo.

SHANGHAI.

In port on June 16, 1893.

MERCHANT STEAMERS.

Allon	British
Chiyun	Chinese
Flintshire	British
Fooksang	British
Glenogle	British

MERCHANT SAILING VESSELS.

B. W. J. Jansberg	Norwegian
Holyrood	British
Haiming	Chinese
Kiangping	Chinese
Kiangyin	Chinese

MERCHANT SAILING VESSELS.

Nooker	German
Ningchow	British
Pachia	British
Rohilla	British
Rosetta	British

MERCHANT SAILING VESSELS.

Saghalien	French
Smith	Chinese
Store Nordkja	Danish
Sual	British
Taisang	British

MERCHANT SAILING VESSELS.

Whampoa	British
Yokohama	Japanese
Yusowo	British

MERCHANT SAILING VESSELS.

Quickstep	Amer. bgo.
Shanghai	Br. lighter
Sintran	Amer. sh.

NAGASAKI.

In port on June 14, 1893.

MERCHANT SAILING VESSELS.

Estells	Amer. bgo.
Kozaki Maru	Japan. bgo.

YOKOHAMA.

In port on June 11, 1893.

C. S. Bement	Amer. sh.
E. N. Herriman	Amer. bgo.
Hefli	Norw. bgo.
Shipan	Amer. sh.
Sirene	Ger. sh.
St. Katherine	Amer. bgo.
St. Paul	Amer. sh.

HIOGO.

In port on June 12, 1893.

A. G. Ropes	Amer. sh.
L. L. Robbins	Brit. sh.

MANTIA.

In port on June 14, 1893.

Arthur Head	Brit. str. United K'dom
Celeste Burrill	Brit. sh. seeking
Ellen A. Reed	Brit. sh. seeking

MERCHANT STEAMERS AND SAILING VESSELS.

Giuseppe	Ital. bgo. Atlantic, U.S.
Henrietta	Ger. bgo. Queenstown, f.o.
Ingraben	Ger. str. discharging
Isla de Luzon	Spain. str. Pool r. Spain
Patriotic	Amer. sh. Atlantic, U.S.
Queen Anne	Brit. str. United K'dom
Romulus	Spain. str. Provincas
Salvadora	Spain. str. Repairing
Strathdee	Brit. str. Hio
Sungking	Brit. str. Hongkong
Yikang	Brit. str. Hongkong
Zafiro	Brit. str. Hongkong

OREBU.

Gulf of Venice	Brit. str. United K'dom
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BANGKOK.

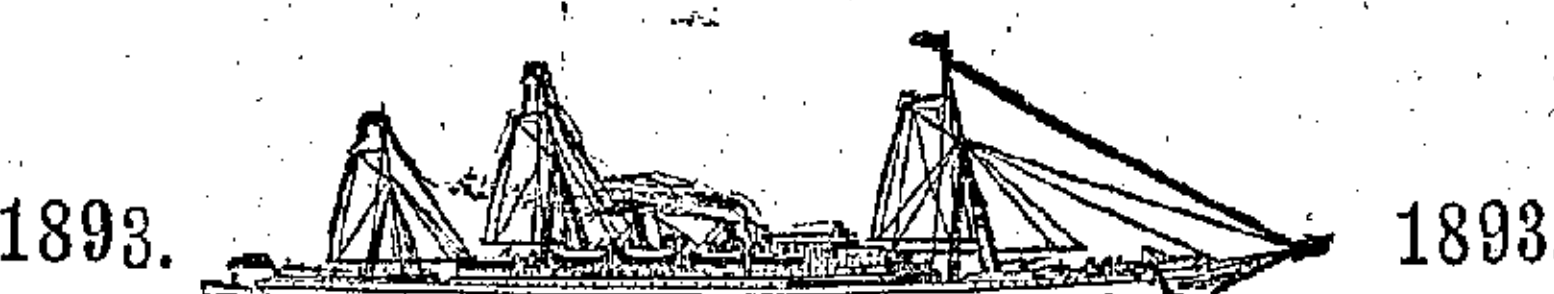
In port on May 27, 1893.

Andree Rickmers	Ger. bgo.
Aurora	Brit. bgo.
Birma	Ger. bgo.
Cam Ceon	Ger. bgo.
Kristina Nilsson	Ger. bgo.
Queen Mab	Brit. bgo.
Saturnus	Ital. sh.

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THE CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, and call at VICTORIA, B.C., to land and embark passengers.



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PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF INDIA, 4,000 tons, WEDNESDAY, 5th July.  
EMPRESS OF JAPAN, 4,000 tons, WEDNESDAY, 26th July.  
EMPRESS OF CHINA, 4,000 tons, WEDNESDAY, 16th August.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic.

Refrigerators—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to D. E. BROWN, General Agent, 1054

SHARE LIST—QUOTATIONS.—JUNE 23, 1893.

Stocks	No. of Shares	Value	Part-up	Closing Quotations, etc.
Hongkong and Shanghai Bank Cor.	80,000	\$	125	all 100% prem., sales & sellers
New Issue	80,000	\$	125	all 100% prem., sales & sellers
Bank of China, Japan and Straits, Ltd.	99,875	\$	10	113 \$1, sellers
National Bank of China, Limited	1,200	\$	2	120, sellers
Wahing Insurance Co., Ltd.	10,000	\$	25	61 \$112, sellers
China Traders' Insurance Co., Ltd.	24,000	\$	83.33	2-5 \$4, sellers
North China Insurance Co., Ltd.	5,000	\$	20	5-11 \$110, buyers
Shanghai Insurance Co., Ltd.	30,000	\$	10	22 \$113, buyers
Union Insurance Society Co., Ltd.	16,000	\$	25	27 \$85, sales
Yonghe Insurance Association, Ltd.	8,000	\$	10	84
China Fire Insurance Co., Ltd.	20,000	\$	10	83, sales and sellers
Hongkong Fire Insurance Co., Ltd.	5,000	\$	25	82, sales
Straits Fire Insurance Co., Ltd.	20,000	\$	10	82, buyers
Hongkong & Whampoa Dock Co., Ltd.	13,500	\$	125	all 70% prem., sales
China and India S.S. Co., Ltd.	5,000	\$	10	81, buyers
Dunlop S.S. Co., Ltd.	20,000	\$	5	80, sellers
Indo-China S.S. Co., Ltd.	40,000	\$	10	41 \$11, sellers
Steam Launch Company, Limited	2,000	\$	10	8, nom.
China Mutual S.S. Co., Ltd.	20,000	\$	10	8, nom.
Do. (now issue)	20,000	\$	10	8, nom.
China Sugar Company, Limited	15,000	\$	100	at 85, ex new, buyers
Union Sugar Company, Limited	7,000	\$	10	at 85, sellers
H.K. & Kow. Wharf & Godown Co., Limited	20,000	\$	50	all \$41, sellers
Wanchai Warehouse and Storage Company, Limited	2,000	\$	100	37 \$41
Hongkong Land Investment and Agency Company, Limited	50,000	\$	10	8, \$4
Kowloon Land and Building Co., Ltd.	6,000	\$	5	3 \$71, sellers
Hongkong Estate & Finance Co., Ltd.	1,000	\$	1	at 84
West Point Building Co., Limited	12,500	\$	5	4 \$23, sellers
H.K. High-Level Tramways Co., Ltd.	1,200	\$	10	at 85
Jehub Mining & Trading Co., Ltd.	4,600	\$	5	at 85, sales and buyers
Panjoon Mining Co., Ltd.	80,000	\$	4	86, sales
Selama Tin Mining Company, Limited	115,000	\$	10	8, nom.
Societe Francaise des Charbonnages du Tonkin	8,000	\$	50	8, 90, sales
China-Burma Company, Ltd.	16,000	\$	1	at 80 cents, sellers
New Imperia Mines, Limited	175,000	\$	17	4 \$1
Road Aust. Gold Mining Co., Ltd.	20,000	\$	1	13 \$1, sales and buyers
Societe Francaise des Houilleres de Touraine	8,000	\$	500	50 \$1, nom.
China-Burma Company, Ltd.	7,500	\$	1	at 81, buyers
H. Q. Brown & Co., Limited	6,000	\$	1	at 88, sellers
Austin Arms Hotel and Building Co., Limited	4,000	\$	50	8, nom.
Hongkong Hotel Company, Ltd.	6,000	\$	50	at 80, nom.
A. S. Watson & Co., Limited	50,000	\$	10	at 811, sales and buyers
Dakin, Ordickson & Co., Ltd.	50,000	\$	5	at 812
H.K. & China Co., Limited	7,000	\$	10	at 810, nom. div., sales and buyers
Hongkong Electric Co., Limited	30,000	\$	10	8, \$4, sellers
Green Island Cement Co., Ltd.	20,000	\$	20	at 84
Hongkong Brick & Cement Co., Ltd.	4,000	\$	10	at 84
Campbell, Moore & Co., Limited	1,200	\$	10	at 84
Hongkong Bakery Company, Ltd.	6,000	\$	10	at 84
Hongkong Dairy Farm Co., Ltd.	3,000	\$	10	at 84
Hongkong Ice Company, Limited	6,000	\$	10	at 84
Hongkong Manufacturing Co., Ltd.	3,000	\$	10	at 84

LOANS.

Amount	Value	Interest	Quotation
Chinese Imperial 1884	Tls. 767,298	Tls. 250	7% p. ann. 13% prem., buyers
Hongkong Hotel Mortgage Debentures, 1893	\$ 400,000	\$500	4% p. ann. 13% prem., buyers

Ship Name	Flag and Reg.	Tons	Date of Arrival	Designation or Agents	Destination	Remarks
Acton	Hygon	Don. str.	355	June 15	Arnhold, Karberg & Co.	K'loon Dock
Angers	Pincham	Brit. str.	277	June 22	Shewan & Co.	
At-ota	Walson	Brit. str.	1470	June 19	Arnhold, Karberg & Co.	
Banlarig	Boutallier	Brit. str.	1482	June 20	Arnhold, Karberg & Co.	
Borneo	Thurkijensen	Norw. str.	186	May 9	Arnhold, Karberg & Co.	
Brans	Strand	Dan. str.	1147	June 20	Arnhold, Karberg & Co.	
Freder	Strand	Dan. str.	37	June 21	Arnhold, Karberg & Co.	
Gerda	Ehlers	Ger. str.	2111	June 21	Arnhold, Karberg & Co.	
Gwalior	Speck	Brit. str.	1048	June 18	P. & O. S. N. Co.	
Hampden	Gallat	Brit. str.	1739	June 20	Arnhold, Karberg & Co.	
Hatun	Geidard	Brit. str.	3808	June 18	P. & O. S. N. Co.	
Holstein	Monteilo	Ger. str.	768	June 16	A. R. Marty	
Honay	Struth	Ger. str.	985	June 21	Arnhold, Karberg & Co.	
Kinuck	Yang	Brit. str.	1507	June 19	Jardine, Matheson & Co.	
Kinuck	Kamp	Brit. str.	232	June 22	Arnhold, Karberg & Co.	
Mel-coa	Brans	Brit. str.	2015	June 19	P. & O. S. N. Co.	
Met-poulo	Fraser	Brit. str.	825	June 21	Arnhold, Karberg & Co.	
Nanahan	Blackburne	Brit. str.	805	June 18	Hop Hing Hong	
Nevan	Jones	Brit. str.	804	June 18	Arnhold, Karberg & Co.	
Ningchow	A. Len	Brit. str.	1788	June 20	Arnhold, Karberg & Co.	
Oceanic	Smith	Brit. str.	3808	June 18	P. & O. S. N. Co.	
Peking	Kahle	Ger. str.	902	June 21	Arnhold, Karberg & Co.	
Pha Nang	Ryndon	Brit. str.	118	June 21	Chinese	
Pilo F	Watton	Brit. str.	1021	June 22	Yuan Fat Hong	
Progress	Stopani	Brit. str.	1021	June 22	Yuan Fat Hong	
Propriety	Essen	Ger. str.	487	June 21	Arnhold, Karberg & Co.	
Shanghai	Farwood	Brit. str.	1887	June 14	Arnhold, Karberg & Co.	
Sungung	Empton	Brit. str.	1835	June 16	Butterfield & Swire	
Sverre	Dodd	Brit. str.	994	June 17	Butterfield & Swire	
Taiyuan	La-ding	Norw. str.	1312	June 20	Order	
Tamam	Nelson	Brit. str.	3269	June 16	Butterfield & Swire	
Tamam	Garberg	Norw. str.	1397	June 22	Arnhold, Karberg & Co.	
Telemachus	Bowles	Brit. str.	819	June 22	Douglas Steamship Co.	
Vernon	Hodgins	Brit. str.	819	June 19	P. & O. S. N. Co.	
Vernon	Macquay	Brit. str.	1876	June 19	P. & O. S. N. Co.	
Vernon	St. Onix	Brit. str.	1517	June 16	Jardine, Matheson & Co.	
Vernon	Waddilove	Brit. str.	887	June 19	Jardine, Matheson & Co.	
Vernon	Richard	Brit. str.	576	June 21	U. E. & M. Co.	
Vernon	Fulton	Brit. bgo.	1708	May 27	Captain	
Vernon	Waggon	Siam. bgo.	544	May 29	Chinese	
Vernon	Pedersen	Dan. bgo.	1158	June 9	Order	
Vernon	Quinton	Amer. sch.	122	June 11	Captain	
Vernon	Marshall	Amer. sch.	1899	June 15	Captain	
Vernon	Henry Failing	Amer. sch.	1135	June 15	Jardine, Matheson & Co.	
Vernon	Hashagen	Ger. bgo.	1413	April 8	Reuter, Bruckelmann & Co.	
Vernon	Taborda	Peru. bgo.	399	May 28	Captain	
Vernon	Rogers	Amer. sh.	1307	Mar. 31	Reuter, Bruckelmann & Co.	
Vernon	Pittor	Brit. sh.	1019	May 14	Reuter & Co.	
Vernon	Brown	Brit. bgo.	480	May 15	Master	
Vernon	Jones	Amer. sh.	1498	April 21	Captain	
Vernon	Savage	Brit. bgo.	696	May 27	Jardine, Matheson & Co.	
Vernon	Morgan	Brit. sh.	3382	May 19	Captain	
Vernon	Garriek	Brit. sh.	460	May 14	Captain	

Her Britannic Majesty's Ships on the China Station.

Name.	Reg.	Tons.	Guns.	H.P.	Captain.	Where at.
Albion	despatch-vessel	1700	4	3180	Com. George A. Callaghan	Shanghai
Archon	cruiser 3rd class	1770	6	—	Comd. Scott Rogers	Amoy
On-line	cruiser 3rd class	1401	14	1440	Captain Ch. E. Norank	On a cruise
Daphne	cruiser	1140	—	1440	Commander MacArthur	Hongkong
Agave	surveying ship	740	—	—	Commander A. M. Field	On a cruise
Firebrand	g-t. 3rd class coast defence	363	3	340	Lt.-Com. Ravenhill	Shanghai
Imp' frigate	gunboat 2nd class	455	4	463	Lt.-Com. L. G. Tuftell	North, cruising
Leander	twinscrew battle ship	8400	10	10900	Captain J. M. McQuhae	Manila
Lionel	cruiser 2nd class	4900	10	5500	Captain Castle	Yokohama
Marengo	gunboat 2nd class	732	3	1185	Commander Chisholm Batten	Canton
Pallas	cruiser 2nd class	2730	13	7250	Capt. Wilnot H. Fawkes	Shanghai
Pandora	gunboat 1st class	750	6	1200	Captain Angus MacLeod	Singapore
Penguin	gunboat 1st class	755	6	1200	Lt.-Com. Phillips	Shanghai
Plover	gunboat 1st class	755	6	1200	Hon. Lt.-Com. F. O. B. Addington	Singapore
Porpoise	cruiser 3rd class	1770	6	1200	Lt.-Com. Burr	Taiwan
Rattlesnake	gunboat 1st class	705	6	1200	Commander G. Hough	Hankow
Redpoll	gunboat 1st class	805	6	1200	Lt.-Com. C. G. M. y	Shanghai
Sever	cruiser 2nd class	4050	12	6090	Captain Henderson	Shanghai
Swift	gun-vessel 2nd class	755	6	1010	Commander Kirby	Shanghai
Tweed	g-t. 3rd class coast defence	363	3	340	—	Hongkong
Victor Emanuel	receiving ship	6167	14	—	Commodore H. B. Palliser, R. N.	Hongkong
Wivern	coast-defence ship, arm-vessel	2700	4	1450	—	Hongkong